

## **1 From Diane Sutton**

### **To the Cabinet Member for Housing, Regeneration and the Climate Emergency**

The lighting on Dorset Road is inadequate. My daughter walks down this road most days /evenings and I worry for her. I understand there is an issue with bulbs and the manufacturer is replacing them – can you ensure the lighting is adequate after this has been done.

### **Reply**

In 2016 the lanterns along Dorset Road were replaced with retrofit LED units offering savings in energy and carbon. These retrofit units have operated well to date, however in some cases throughout Dorset Road, we have seen issues with lighting levels where some of the lanterns have started to fail/dim and therefore not providing the sufficient lighting output as expected. We shall be replacing these fittings.

We are expecting delivery of the replacement units in February 2022 and are chasing on the delivery date with the manufacturer; however, we are aware that delays are being experienced due to global shortage of electronic components and haulage issues from overseas which may delay the expected timescale in receiving the replacement LED lanterns.

In addition, all roads that are maintained by Merton Council and have associated street lighting are lit to the required standards as outlined in BS5489-1:2020. This will be the case once the replacement LED lanterns are installed in Dorset Road.

## **2 From Pauline Kennedy**

### **To the Cabinet Member for Housing, Regeneration and the Climate Emergency**

The proposed work on the street lights in Dorset Road, does not address the real issue - the current lamps are not casting sufficient light when they are working and the trees block light. Can the proposed work be amended to resolve these issues?

### **Reply**

All roads that are maintained by Merton Council and have associated street lighting are lit to the required standards as outlined in BS5489-1:2020. This will be the case once the replacement LED lanterns are installed in Dorset Road

To address the concerns of the street trees, the Tree Team has visited the location on several occasions and has instructed the tree service provider to undertake a

selective canopy lift in the vicinity of impacted lamp columns to remove selective branches that may be impeding light from the lamp column. The healthy and mature London plane trees contribute significantly to the tree canopy in this area, which has many positive environmental benefits that need to be preserved. The work is to be undertaken prior to the spring period when leaves return.

### **3 From Suzanne Grocott**

#### **To the Cabinet Member for Local Environment and Green Spaces**

A lady was fined for walking her dog without a lead on Raynes Park Sports Ground. The man who approached her only briefly shared his ID, after it was requested. Why was this CEO not displaying identification given the distress this might cause following the murder of the Sarah Everard?

#### **Reply**

The Waste Services Team have reviewed the information provided and undertaken an informal investigation into the event and have concluded that the Fix Penalty Notice (FPN) was issued incorrectly, as such we have cancelled the FPN and no further action will be taken against the member of the public regarding this incident.

In reference to identification, our Environmental Enforcement Officers are issued and deployed in full branded uniform along with an official Merton approved identification badge containing photo identification. In addition, the service is reviewing the type of uniform worn by enforcement officers with a view to making their presence more overtly visible to the public when patrolling parks.

The safety and security of our residents and visitors using our park is of paramount importance and as such I have asked our Public Space staff to address safety concerns and environmental enforcement by increasing foot patrols across these valued assets.

### **4 From Rick Livesey**

#### **To the Cabinet Member for Local Environment and Green Spaces**

Veolia refuse waste collections from part of Commonsides East because the unsealed road may damage Veolia's vehicles. Every week soiled nappies, sanitary products and waste litter pavement and Commons causing a disgusting health hazard. Veolia are contracted to use pavements if road access is unavailable. When will this be resolved?

## **Reply**

Many thanks for bringing this to our attention. The condition of the unmaintained road along Commonsides East has been inspected by our service providers Health and Safety team, which concluded that the road is not suitable for a standard 26 tonne Refuse Collection Vehicle to operate safely due to the unevenness of the surface.

I have asked Waste Services to review the current provision of containers and collection points and to work with both the residents and our service provider in seeking a sustainable solution which will see overall improvements to the local environment. In the interim, residents have been provided with a revised sack-based collection system while the service seeks a mutually agreeable solution. It is hoped an agreed sustainable solution is in place by the end of February.

## **5 From Barry Smith**

### **To the Cabinet Member for Adult Social Care and Public Health**

Prior to the November meeting the figure for electric vehicle charging points in Merton was 258. Could you give me the updated figure for now please, and tell me if the difference represents the rate of installation the council expects to continue going forward?

## **Reply**

Merton is in top 20% of Local Authorities for EV charger availability per head of population.

Since the November meeting, the number of EV charge points available to Merton residents remains 258 since we have completed our in year programme.

These are:

- 6 Rapid Chargers – ESB Energy
- 140 On Street – SourceLondon
- 90 Lamp Column Chargers - Char.gy
- 22 Superstore/Retail Park charge points.

The current year's programme has been delivered. The Council will be developing an EV Charging Strategy and plan next financial year (2022/3). This work is part of

the borough's TFL funding package and is dependent on TFL agreeing the borough's financial settlement expected by March 2022.

## **6 From Ben Dory**

### **To the Cabinet Member for Housing Regeneration and the Climate Emergency**

With yet another extension granted, is there any end in sight to the closure of Graham Road, something that never should have been allowed to happen in the first place?

#### **Reply**

The closure of Graham Road is due to be removed by 31<sup>st</sup> July 2022.

## **7 From Tony Burton**

### **To the Cabinet Member for Local Environment and Green Spaces**

It is four years since completion of the Rediscover Mitcham project was celebrated. Given the time lapsed, will Merton Council provide a map and details of the areas of green space in Mitcham town centre to be registered as Town Green and a timetable for when registration will be completed?

#### **Reply**

Officers are actively working on this and aim to conclude the registration over the next 6 months.

## **8 From Sandra Vogel**

### **To the Cabinet Member for Local Environment and Green Spaces**

When will Merton Council announce its official adoption of the FixMyStreet app for reporting flytips? What other methods for reporting flytips exist? What reports other than flytips from FixMyStreet will the council accept at launch? If none, when will other types of reports be accepted – by type and date?

#### **Reply**

I am pleased to advise that Merton Council is one of several London authorities to use FixMyStreet Pro and benefit from its intelligent functionality to handle the complex routing of inbound street and environment reports, automatically ensuring everything goes to the correct place, including being able to divert reports to Transport for London where relevant, with integration into the council's customer management system. This ensures a fully-optimised interface that works perfectly on any device and facilitates a two-way flow of data so that report-makers can stay up to date with the progress of their reports. Residents may also still continue to contact the council by telephone to report fly tipping incidents.

We officially went live on the 13<sup>th</sup> December as part of a phased launch we prioritised the services which were in greatest demand. We have now completed the first phase and all street cleansing related tasks are now live and residents can report directly through our website or through the mobile application a full set of service requests including sweeping, weeding, fly tipping, graffiti, and dog fouling. The council will soon be promoting the rollout of Fix My Street in Merton more widely. We are now looking at the second phase and reviewing how this application can deliver improved customer reporting for highway issues including potholes and lighting issues.

## **9 From Kirsten Galea**

### **To the Cabinet Member for Housing Regeneration and the Climate Emergency**

Does the Council request a plan for parking vehicles during medium and large scale constructions projects, which considers the impact on neighbouring residents and businesses? Are such plans considered as part of planning applications and then reviewed and/or enforced while the works are being completed?

### **Reply**

The Council routinely attaches conditions (Standard Condition H09 and H10) to planning permissions so as to require details of parking on site for construction workers and other vehicles along with loading and unloading arrangements and maintaining the construction site in a manner that minimises the impact on neighbour amenity in terms of on street parking dust and runoff from the site and the operation of the surrounding highway the effect of which would safeguard both residents and businesses.

Subject to site constraints, such as within town centre or more built-up locations, officers may request details in advance of a decision being issued and any planning permission would be conditional upon the development being implemented in accordance with those details.

Officers can confirm that there are examples of where delivery and construction activity has warranted on-going discussion with an applicant and where it has been necessary to conduct sites visits to speak with contractors where a failure to comply with details has been alleged. From a delivery / logistics perspective the Network Coordination officers wouldn't agree parking for contractors through the use of dedicated parking or alike, the focus is on the logistics and how deliveries are accommodated to and from site safely.

## **10 From Richard Poole**

### **To the Cabinet Member for Local Environment and Green Spaces**

Does the council have any plans to improve the quality and provision of children's play equipment in any parks in or around the Cannon Hill and Morden areas? In particular there is a lack of play equipment for children aged 12+.

#### **Reply**

A lot of the borough's playgrounds, including those in the Cannon Hill & Morden area are limited in terms of space, meaning there is limited opportunity to add additional equipment, particularly so as the equipment on offer for the older age groups tends to take up more space and often needs to be partitioned away from play equipment that is designed for younger users.

When playground equipment is renewed, we do look to improve equipment and install equipment that is able to be utilised by a wide range of age groups and that offers good play value. Officers in the Greenspaces team would welcome receive any further ideas that you may have to improve the play offer in specific areas.

## **11 From Christopher Coombe**

### **To the Cabinet Member for Housing Regeneration and the Climate Emergency**

Does Merton Council feel they are required to consult the community on any decision they need to make as landowner and trustees about the Wimbledon Park covenants and if so, how and when will they do this?

#### **Reply**

This is a hypothetical scenario. Should there be a breach or imminent potential breach of the Restrictive Covenant related to the Wimbledon Park Golf course land

then the Council will ensure that it meets its obligations, [including any obligation to consult the community] as Custodian of this public land.

## **12 From Lee Briggs**

### **To the Cabinet Member for Housing Regeneration and the Climate Emergency**

In recent years Merton's housing target has more than doubled from around 400 new homes per year to 900. As the London Plan based this growth on opportunities from Crossrail 2 which is now suspended, should this target also be suspended?

### **Reply**

Merton's share of London's new homes in the 2021 London Plan is for 918 new homes to be built in the borough each year (up from 411 new homes in the 2016 London Plan). This is based on both housing needs for London and land availability, brought together in a London-wide Strategic Housing Land Availability Assessment carried out in 2017. The study did include a scenario for housing growth arising from Crossrail 2. However, this additional capacity is not included in the London Plan housing targets as Crossrail2 would have finished in the 2030s, outside the 10-year timescale for the London Plan. Link to the Mayor's Strategic Housing Land Availability Assessment

[2017\\_london\\_strategic\\_housing\\_land\\_availability\\_assessment.pdf](#)

## **13 From Frank Pocock**

### **To the Cabinet Member for Housing Regeneration and the Climate Emergency**

Can the Cabinet Member please provide an update on the search for a development partner for the Morden regeneration project?

### **Reply**

The regeneration of Morden Town Centre is a key ambition of Merton Council and remains a high priority. We are fully committed to regenerating Morden into a thriving town centre with new homes, improved transport and public realm, revitalised retail and modern business space.

A major regeneration project of this scale will take a number of years to develop and deliver. The delivery of the adopted vision for comprehensive regeneration will require significant funding to attract a suitable development partner to ensure

investment and a long-term commitment to deliver the regeneration in Morden town centre. The council continues to work collaboratively with Transport for London, the Mayor of London and the Department for Levelling Up, Housing and Communities and Local Government's (DLUHC) sponsored agency, Homes England to explore funding opportunities. Given the implications of Covid 19 on our high streets, and the recent results from the [Your Merton 2021 engagement](#), a review is currently being undertaken of alternative delivery and funding options for the town centre, to bring forward the regeneration.

As the joint statement from the cross-party Morden Regeneration Steering Group highlights: "This is a long-term project which will require collaboration with partners and cross-party working as collectively we all want to see a thriving and regenerated Morden which brings new homes, jobs, and investment in the local infrastructure."  
[www.merton.gov.uk/moremorden](http://www.merton.gov.uk/moremorden)

#### **14 From Michael Paterson**

##### **To the Cabinet Member for Culture Leisure and Skills**

Does the council have any plans to refurbish the tennis courts at Morden Park?

##### **Reply**

The Greenspaces team is working with the LTA to assess the boroughs tennis facilities with a view to revitalising those that require attention, this is carried out via an application process. This process is currently in the development stages with the anticipation being that Morden Park (Links Avenue end) along with other tennis facilities in the borough, will benefit from this grant funding.

#### **15 From Jonathan Foster**

##### **To the Cabinet Member for Housing Regeneration and the Climate Emergency**

What mitigations are being put in place by the council to prevent Wydell Close/ Lower Morden flooding again?

##### **Reply**

Merton Council is responsible for the road gully and connection pipe, which in the case of Wydell Close discharges into the Pyl Brook main river. Wydell Close is at risk of river flooding due to the proximity of the main river which is managed by the Environment Agency.



In the summer rainfall events, Wydell Close was affected by sewer flooding from manholes that are managed by Thames Water.

Notwithstanding this, the Council undertook checks and surveys of the road gullies including the low lying one at the end of the Cul-de-sac. This was found to be in good condition and was cleaned and free of silt. The pipework was also not found to be defective. We have also installed a 4G gully sensor which monitors silt and water levels. This sensor presents real time/live data to us and alerts us if silt levels in the gully reach a level for action or cleansing.

We have since been meeting regularly with Thames Water regarding this matter in our capacity as Lead Local Flood Authority to ensure that the sewer flooding is being appropriately addressed by them. We will also be publishing a report, under section 19 of the Flood & Water Act into the causes of the flooding including recommendations and actions for the appropriate organisations.

## **16 From Dr Pippa Maslin**

### **To the Cabinet Member for Local Environment and Green Spaces**

In December 2020, the Beddington incinerator/‘EfW facility’ was granted a permit for a 15% increase in tonnage throughput. Now, Sutton Council says that there is an application for a further increase. What has Merton Council been told about this and what is the Council’s position on the matter?

### **Reply**

We are disappointed that Viridor is making this application just 12 months after the Environment Agency agreed to increase the maximum capacity of the facility by 15%. Whilst we recognise the need for additional energy from waste treatment capacity in London and the southeast (significant volumes of non-recyclable waste continue to be landfilled or exported to energy from waste facilities in mainland Europe) we are concerned about the impact that any increase in capacity at the Beddington facility would have on the intensification of local traffic congestion and residents.

We expect the Environment Agency to view this as a ‘Substantial Variation’ to the permit, which means there will be a period of consultation, most likely taking place in summer 2022. This will be an important opportunity for local residents and stakeholders to review the technical information that has been submitted by Viridor in support of the application, and share feedback with the Environment Agency directly, who will ultimately make the decision on whether to approve the application or not.”

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